

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI TO HONG KONG

NAPLES, GENOA, ALGIERS, "LUTOW" WEDNESDAY,
GIBRALTAR, SOUTHAMPTON, (Capt. B. Wilhelm (T. 17,300)) 30th Nov., at Noon.
ANTWERP and HAMBURG

SHANGHAI, NAGASAKI, KOBE ("PRINZ LUDWIG" About WEDNESDAY,
and YOKOHAMA (Capt. F. v. Blazor (T. 18,300)) 30th November.

MANILA, YAP, ANGAUR, NEW- "PRINZ SIGISMUND" SATURDAY,
GUINEA, BRISBANE, SYD. (Capt. D. Lens (T. 6,000)) 3rd Dec., at Daylight.
NEY and MELBOURNE

KOBE and YOKOHAMA About THURSDAY,
"COBLENTZ" (Capt. H. Regener (T. 6,750)) 13th December.

KUDAT and SANDAKAN "BORNHO" (T. 5,050) Middle of
Dec., at Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of
Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 22nd November, 1910.

Intimations.

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind,
ORNAMENTS, CUT GLASS WARES, &c.

CALL AND SELECT XMAS AND NEW YEAR
PRESENTS.

For variety and beauty our stock this year is unsurpassable.
Hongkong Hotel Buildings.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It stimulates, purifies, and restores the system, giving it the power to resist all attacks of disease, and to overcome all existing ailments. It is a powerful tonic, and a most valuable remedy for all cases of nervous debility, loss of vitality, nervous prostration, general debility, premature decay, or deficiency of the vital forces. It is a most valuable remedy for all cases of nervous debility, loss of vitality, nervous prostration, general debility, premature decay, or deficiency of the vital forces. It is a most valuable remedy for all cases of nervous debility, loss of vitality, nervous prostration, general debility, premature decay, or deficiency of the vital forces.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No remedy is so effective as this, and it is the only one that is so simple and so easy to take. It is a most valuable remedy for all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No remedy is so effective as this, and it is the only one that is so simple and so easy to take. It is a most valuable remedy for all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising.

VETARZO REMEDIES ARE SOLD BY BOOT'S, OASH CHEMISTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.I., and
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 315 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance 80 .. Width of Entrance 50 .. Width of Entrance 63 ..
Water on Blocks 28 .. Water on Blocks 26 .. Water on Blocks 21.5 ..

Mooring basin 600 feet x 100 feet x 25 feet deep.

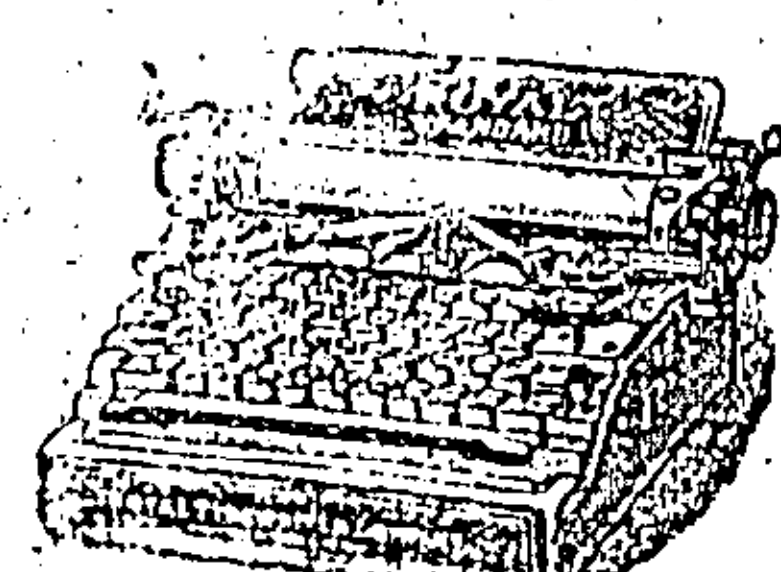
EVERY description of repair work is undertaken. A large assortment of material including
tall shafts are kept in stock. Two powerful tow-boats, floating derrick to lift 45 tons,
pneumatic, electric, hydraulic plants, etc.; Manufacturers of engines, rollers, tugs, lighters
constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575; Customs Branch Office 1392, Takashimochi
Office 297, or 2050, Irfancho Office 2351.

106 buildings, principally of brick and steel, 358 entrances, 13 buildings are private
bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of
2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers dis-
charging direct into warehouses. Railway siding with direct connection to the Government
railways. Use of 45 ton derrick, tugs, launchers, etc. Customhouse brokerage and insurance
undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VEXES ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 18th September, 1910.

THE PLUMAGE TRADE IN CHINA.

In the October number of *Knowledge* a cor-
respondent, signing himself "W.H.," writes
as follows:—

Sir,—Mr. Buckland's scathing attack on the
iniquities of the plumage trade, in his address
before the Selborne Society, has drawn a reply
from the feather dealers denying the extinc-
tion of the heron in China. As a nature lover,
and one who has lived and travelled much in
China, I am impelled by the request in the
August number of "Knowledge" to give the
benefit of my experience, in the hope that it
may be of some interest upon the points at pre-
sent under discussion.

In the first place it would be just as well to
point out that there are few, if any, districts in
China that could be termed inaccessible. The
enormous population of the Chinese Empire, and
the tremendous struggle for existence that
perpetually goes on among its teeming millions
of industrious people, makes it a stern neces-
sity to utilize every bit of land possible for food
production, no matter how poor and unproduc-
tive it may be. One of the most impressive
sights in the mountainous districts of West
China is the marvellous manner in which the
most unlikely places are turned to good account
in this way. As you sail through the gorges of
the upper Yangtze you are amazed to see
little homesteads perched away up on
seemingly inaccessible heights, surrounded
by little patches of growing crops here and
there; in fact, wherever the slope is too steep
to retain the soil, there you will find something
useful cultivated. Consequently wherever you
go in China you can never get away from
human habitations. There are no great forests
or dreary wastes, and while some districts are
more sparsely populated than others, the gen-
eral rule is that every bit of land is needed for
the support of an immense population. The
suggestion of the feather traders that the birds
had retired to "less accessible" districts, be-
trays, therefore, the most absolute ignorance of
China and the Chinese. In fact, no such places
as are implied by the traders exist in the Chi-
nese Empire any nearer than the Central Asian
deserts.

Mr. Buckland is not quite correct in stating
that the "molestation did not come from the
inhabitants of China." In one part of China
at least, they are not altogether displeased as
food. I cannot speak from personal experience
upon this point, as I have never myself seen
any herons exposed for sale or used for food.
Dr. Wells Williams (a most reliable authority),
however, in his *History of the Middle Kingdom*,
vol. i, page 337, gives a very horrible account
of the cruelty practised upon egrets exposed for
sale in the markets of Canton, to which I would
refer those who desire further information upon
this point. Only, it is well to remember, that
the tastes of the Cantonese, gastronomically
and otherwise, differ widely from the majority
of the inhabitants of China. For instance,
most people believe that the Chinese eat dogs;
as a matter of fact, however, this habit is almost
entirely confined to Canton, so that it is not safe
to judge the whole of China by the customs of
one city, or even of one province. I am there-
fore certain that outside of Canton the white
heron is universally discarded as food. The
Chinese too, are not altogether free from blame
in the matter of the nefarious plumage trade,
and while the European exporters in Shanghai
are mainly responsible for this horrible business,
yet the actual killing off of the birds has been
done by the Chinese themselves. This is hard-
ly to be wondered at, if we consider the ex-
treme poverty of the people, and the—
to them—fabulous prices paid for plumes. How
the trade is carried on is mainly in this way.
China, for a considerable number of years past,
has been overrun by native agents of European
firms, buying bristles, down, hides, and so on,
and these buyers have been the principal in-
struments of destruction in this shameful plumage
traffic. While representing highly reputable
merchants in the Treaty Ports, who would, of
course, disdain to have anything to do with
such a trade, they have at the same time been
acting on behalf of the plumage exporters, and
as there is good money to be made out of it no
efforts were spared by them, wherever they
went, to procure these beautiful adornments of
the ostrife. The knowledge that high prices
could be obtained for these things was thus dis-
seminated far and wide, and, led, of course, to
poor people everywhere adding to their meagre
income by hunting for the greatly desired and
highly valuable plumes. In consequence of
this almost universal war upon the heronies
these beautiful birds have now been practically
exterminated in many parts of China, where
hitherto they were fairly plentiful. It is im-
possible for me to speak definitely about the
whole of China, but what I have said certainly
applies to the great region of the Yang-Tze
Valley, and, from my own observation and
from what I have heard first hand from Chinese,
I am inclined to believe that Mr. Buckland is
not very far wrong in stating that the heron
has practically disappeared from China.

During my residence in the West of China I
knew intimately many of these roaming rep-
resentatives of European commerce that I have
described, and all of them have many a time
complained to me of the increasing difficulty
of obtaining a supply of plumes, due entirely,
of course, to the disappearance of the heron
from former prolific sources of supply. If any
further proof was needed upon this point, surely
it is supplied by the stringent prohibition
which was placed upon the export of plumes
by the Chinese Government some ten years
ago. That the exportation still goes on is, un-
fortunately, only too true, and the Chinese
Government have the misfortune to be
too powerless in the matter of this
clandestine and illegal business—as in
other things—where foreigners are con-
cerned—to deal with it effectually. To those
who do not know China, it is impossible to
conceive how difficult it is for the Chinese
Government to enforce anything for the good
of their own people or country, if it should
happen to conflict with the interests of the for-
eigners. The law of extrajurisdiction, too, makes

the European commercial interest all sup-
reme, and notwithstanding the fact that all
intelligent Chinese are against such a wicked
depredation of their country, yet they are
practically helpless in their well meant efforts
to suppress it.

It is perhaps too much to expect any gen-
eral support being given by our own country
to the beneficent efforts of the Chinese to save
this beautiful bird from extinction. A nation
that for the sake of commercial gain can look
calmly and serenely upon the awful spectacle
of the destruction of the souls and bodies of
countless millions of Chinese, by forcing upon
them our accursed Indian opium, is not likely
to be moved to much sympathy with this most
righteous bird-preservation propaganda by any
consideration, either aesthetic, moral, or hu-
man. In fact our national conscience seems to
be dead; past all hope of resurrection. One
thing is certain; unless we begin by helping
ourselves we shall never be able to help any-
body else. We could not, therefore, make a bet-
ter beginning in this direction than by stop-
ping the importation of these plumes into our
own country. A sweeping and comprehensive
Act of Parliament to enforce this, and to deal
effectually with the present critical state of
affairs in the world of Nature is the crying
need of the hour.

Consignees

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd of November,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd of November, at 9.30 A.M.
All Claims must reach us before the 27th of
November, 1910, or they will not be re-
cognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 16th November, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 23rd inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 17th November, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and West
Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th of November will
be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th of November, at 9.30 A.M.

All Claims must reach us before the 10th of
November, 1910, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 18th November, 1910.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NANSANG,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods will be delivered from alongside,
Cargo, impeding the discharge or remaining
on board after 4 P.M., the 21st inst., will be
landed at Consignee's risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 19th November, 1910.

GENTLEMEN,
WE HAVE SOMETHING TO
SUIT YOU!

JUST ARRIVED, a wide range of New
Fashionable Suit length pieces of 3/2 yds.
—double width.

Pyjama Suits, Woollen, Flannel
and Flannelette.

Silk Scarves, assorted colours;
Scarf Pins, rolled gold and gold
plated, Dress Neck Ties, White
and Black.

HOOSAIN-ALI & CO.,
No. 14, QUEEN'S ROAD CENTRAL
Hongkong, 15th November, 1910.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,
HONGKONG.

Hongkong, 14th September, 1907.

OSMAN &
CASUM,

2, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 6th September, 1909.

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 22, 1910.

ANGLO-JAPANESE RELATIONSHIP.

What with the revolution in Portugal, the seething in Spain, and the Social tribulations of Paris and Berlin, the matter of the relationship existing between Great Britain and Japan has been outwardly forced from our visual horizon, but that it has not been lost sight of entirely is evidenced by the fact that the Japanese daily newspapers are still thrashing away at the subject. The fact that most of these deliverances appear in reputedly official journals is in itself significant. However apathetic our own people at home may be in this matter, there can be no doubt that the Japanese are determined to maintain the alliance that they made with Great Britain seven or eight years ago and which has yet some years to run before expiry. Of course there are some newspapers that take up a different attitude. One Northern journal, for instance, describes the situation as "The Bubble Burst," which perhaps is a misleading phrase, for, as we know, the big bubble that burst in our history was the South Sea bubble which enriched some people and impoverished thousands. As regards the more recent bubble, so called the journal in question is less circumspect than it always previously had the credit for being. In the meantime, this is the passage from its columns referred to: "At last, as we have always prophesied would be the case, the bubble of the friendship of Japan for her more powerful ally, Great Britain, has burst; and the recent publication of the new rates of taxation upon imported goods into the Eastern Island Empire has aroused so much feeling throughout the manufacturing and commercial classes in Great Britain that the matter will not be allowed to drop, and will result in no further treaties of alliance being possible between Great Britain and Japan. If the new Japanese tariff has done nothing else, it deserves the thanks of every Briton for having aroused the Tariff Reform League at home into taking an immediate and definite course of action; which, as will be seen by the cables published, is to result in 500 public meetings being held during the next few months in Yorkshire and Lancashire alone, the home of the great industries more particularly aimed at and affected by the Japanese increased tariff. British public feeling once aroused, there can be no

possible doubt that the hands of the British Ministry will be forced and Parliament must see the necessity of beginning to protect home industries, by preferential rates to Colonial products and a moderate import duty on the introduction of foreign-made goods and manufactures. The Anglo-Japanese Exhibition fiasco and the fulsome pandering of the Japanese press agencies throughout the world have both done much to open people's eyes, both at home and in the Far East, to the hollowness and speciousness of their public protestations." In a moderate degree we sympathise with our contemporary. There is no doubt that the Anglo-Japanese alliance as originally drafted was drafted in the interests of Great Britain which as a supreme Power was able to dictate her own terms and to provide the sinews of war towards the defeat of her ancient enemy the Russians. Hence the alliance. Once it had been consummated and the old-time power of the Muscovite had been smashed up very little remained of British reasonableness so far as the Japanese were concerned, and the result was that friction immediately set in. It was not altogether Great Britain's fault. The Japanese alliance since their acquisition of its position as one of the Great Powers has evinced a somewhat contemptuous regard not only for other European Powers but for their own ally. It hardly needs repetition when one says that this conduct is hardly justifiable. Great Britain all the time has occupied a place of "splendid isolation." When she chooses to take unto herself an ally she does it for her own purposes, for continuity of policy at the Foreign Office is a part of the political religion. But it is gratifying to know from inside knowledge that our alliance with Japan is not in any way jeopardised by the tariff charges which our Far Eastern Island Empire has found it necessary to impose upon British imports in common with those from other countries. The main argument made by the Tariff Reformers of England in this case was that Great Britain, being a Free Trade country, was not able to stand on the same footing as other European countries, because she had no import duty such as Germany or France and was thereby incapacitated from dealing with Japan on equal terms. We gather, however, that as between the two allied Powers a trade compact has been reached and that Great Britain will no longer be in a worse position than any Continental country so far as regards her exports to Japan. That consummation was one devoutly to be wished, and it is a blessing that our allies have practically granted to us this privilege which means so much to British manufacturers and workmen as well. The Anglo-Japanese alliance to-day appears to be as strong as it was upon the day when it was first signed and in all human probability it will be renewed when the day of its expiry arrives. That is our earnest hope.

LOCAL AND GENERAL.

SINGAPORE scored 978 points in the Interport Shoot. This constitutes the seventh win by the Straits team.

It has been estimated that to obtain a first good enough to fight any maritime nation on the seas would cost China at least 500 million Taels.

A CHINESE youth was awarded 12 strokes of the birch, 1 month's "hard" and six hours' stocks at the Police Court, to-day for stealing a bangle valued at \$4.50 from a boy.

A MEETING is to be held this afternoon at the rooms of the Biblioteca Portuguesa to discuss the question of the disposal of the funds originally started in Hongkong, many years ago, by the late Mr. José M. Victor de Figueiredo, for erecting a monument in Mexico to the memory of the late Colonel Merquita.

PRESIDENT "aft has approved plan for raising the U. S. battleship *Marine*, which was sunk in Havana Harbour prior to the outbreak of the war with Spain. These require the completion of the work before Dec. 15, 1911, the thirtieth anniversary of the outbreak. Spain has been invited to send a representative during the rising.

A *timby* employed by a Singapore firm was, the other day, sentenced to one year's rigorous imprisonment for the theft of a pair of trousers valued at \$100. It is alleged that the rix was belonged to the Duke of Wellington and were used on the morning of the battle of Waterloo. They were presented by the owner to Major Murray of the Malay States Guides.

SIR Hiram Maxim, who celebrated his 70th birthday recently, confesses that in his young days he thought of adopting a pugilistic career. But when he was 14 years his inventive faculty made itself manifest. While still a boy he invented a wheel hub and a clockwork mouse trap; then he evolved the first incandescent electric lamp; in 1874 a kicking gun gave him the idea which resulted in the deadly Maxim.

It is stated that owing to some opposition in other directions the Prince Regent has experienced the greatest difficulty in putting the immediate re-statement of H. E. Yuan Shih-kai into effect. The Prince has, however, instructed the Grand Council to seek Yuan's advice on certain diplomatic affairs of importance recently by telegram, and it appears that Yuan has advocated that the present critical situation of China can only be saved by entering into alliance with America and Germany. The Prince has expressed concurrence in this opinion.

GOVERNMENT HOUSE.

OFFICIAL DINNER TO-NIGHT.

There will be an official dinner at Government House to-night, at which the following will be present:—Chev. Volpicelli, Mr. & Mrs. de Roux, Mr. & Mrs. Anderson, Mr. & Mrs. Stabb, Dr. & Mrs. Jordan, Mr. & Mrs. C. B. Ross, Colonel & Mrs. St. John, Colonel & Mrs. Bedford, Dr. & Mrs. Barrington, Messrs. Lobert, Dr. Herr Mackay, Lt.-Col. Sir Joseph & Lady Fayrer, Lt.-Col. & Mrs. Chamier, Lt.-Col. Bayard, Commander & Mrs. Action and Major Hart-Synnot.

The following are unavoidably prevented from being present:—Admiral & Mrs. Dundas, Baroness d'Anethan, Miss Haggard, Lt.-Colonel and Madame Blahodjini de Gyarmata and Graf Zu Dohna, S.M.S. *Tsingtau*.

ANOTHER OPIUM SEIZURE.

DIG HAUL BY THE POLICE.

Tse Kat, accountant of 273, Queen's Road Central, was arrested by P.C. 31 yesterday for bringing in his possession 2,530 taels of loose opium. This is the second big seizure made within a week by the Police. The man appeared before Mr. E.R. Hallifax at the Magistracy this morning and was remanded, bail being allowed in the sum of \$1,000.

Mr. W.E. L. Shenton, from the firm of Messrs. Diacon, Looker and Diacon, appeared for the defendant.

THE SPITTING NUISANCE.

EDUCATING THE CHINESE.

The movement for educating the Chinese populace as regards the danger of expectorating in public places is being revived in Hongkong, by intelligent methods, we are glad to observe, not calculated to estrange the good feelings of the lower class of the natives. On the trunk of trees along the public roads in the upper levels, near the chair stands, are nailed little red boards on which are written in Chinese characters the hygienic injunctions against indiscriminate spitting on the public roadways. Even the chair bearers, for whose special benefit the notices have been posted up, take an intelligent appreciation of the sanitary instructions. While engaging a chair this morning a member of the staff of the *Hongkong Telegraph* happened to be attracted by the red board for the first time to-day. On questioning the chair coolies what was the purpose of the writing on the board, he was agreeably surprised on being informed that it was an anti-spitting notice. We wish to commend the action of the authorities for the wisdom of affixing in so conspicuous a manner the notices that are received with so much good grace and which cannot fail of their desired good effect.

QUEEN'S COLLEGE WORTHIES.

PRESENTATION OF OIL PAINTINGS.

It is a gratifying fact to note that past pupils of the Central School and Queen's College are not unmindful of their Alma Mater. So many have been the scholars sent forth by this Government institution and so great have been their success, whether in the official sphere, or in those of commerce and finance, that the College possesses quite an enviable record of its splendid achievements in brilliant and successful past students. We hear that an effort is being made to perpetuate the memory of past headmasters of the College by having a sort of gallery of paintings of its past worthies—men of character and distinction like the late Dr. Frederick Stewart, the late Mr. G. Falconer, and Mr. A. J. May, I.S.O. (Dr. Geo. Bateson Wright, than whom no better principal occupied the leading professorial chair in the College, there is about to be ready a bust worthy of the hall of the institution and of the memory of the gentleman it is designed to perpetuate.

Mr. Ho Fook has made the offer of an oil painting of the late Dr. Stewart, and his brother, Mr. Ho Kom Tong, will present the likeness of Mr. Falconer. That of Mr. A. J. May is being subscribed for by the younger generation of past pupils. These three offers have all been accepted by the acting headmaster, Mr. E. Ralphs, on behalf of the College.

OFFENSIVE TRADE LICENCES.

REPLY FROM GOVERNMENT.

The following reply from Government relating to offensive trade licences was laid on the table at the fortnightly meeting of the Sanitary Board this afternoon:—

In reply to your letter No. 9,387/10 of the 13th ultimo, I am directed to inform you that in the opinion of the Attorney-General permission granted by the Sanitary Board to establish a dangerous or offensive trade is revocable by the Board at any time (vide Wood v. Leadbitter 13 M. & W. 438, and *Case of the Corporation of London v. The Corporation of London*) referred to in the resolution of the Board of Health already existing in the Public Health and Buildings Ordinance and by law on offences, and that the Board is provided in the schedule. In these circumstances, His Excellency the Governor is of opinion that there is no necessity to amend the Ordinance.

(Sd.) F. H. MAY, Colonial Secretary.

Mr. A. Shelton Hoo, ex minister:—I am glad to find we have power to revoke a licence at any time, and to issue conditional ones.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Manila, November 22, 8.20 a.m. Cyclone or Typhoon E. of southern Luzon moving W.N.W.

A WHITE Paper issued recently contains particulars of the proposed changes of districts in England and Wales, and of the Central (Unemployed) Body for London during the year ending with March last. There were 29 committees in London and 87 in the provinces which received applications during the year. The number of applications received was, in London, 41,143; of which 17,737 were entertained; and in the provinces, 55,223; of which 64,012 were entertained. The receipts in London amounted to £146,116 and the expenditure to £144,728. In the provinces the receipts were £1,038 and the expenditure was £1,443.

CHINESE STUDENTS AND OPIUM.

AN APPEAL TO BE SENT TO ENGLAND.

We have received the following appeal from Tientsin which, we are informed, has gone by the mail to England. It has been signed by many of the students in the Schools of Tientsin.

It is believed that this appeal will be followed by many others from all parts of China. Some will be sent to the British Government, and some to the Hon. Secretary of the Anti-Opium Union, B. Bromhall, 7, Prindall Road, London, N., England.

We comply with the request to give publicity to the submitted document, though its publication does not necessarily imply our endorsement of the views and opinions expressed therein.

AN APPEAL FROM CHINA'S STUDENTS TO THE BRITISH NATION.

Tientsin, China, Nov. 7.

For fifty years the Opium Trade has been bringing thousands of pounds of the black curse to China. This poison has brought sorrow, poverty and death to millions of our people. Now our Government and our people fully realise the danger and have made strict laws to overcome this great evil. For three years the battle against the planting of opium has been going on and the world can see that China is thoroughly in earnest because of what she has done. But still the opium continues to come in from abroad and we cannot stop it because of the treaty of fifty years ago. Alas! Alas! How can we save our China? As one Editor has said, "Our country is burning up and the English are furnishing the fuel."

We are deeply moved as we hear of so many of the English people who are praying and working that this trade may be speedily stopped. We have heard of how many of your people observed October 24th, the 50th anniversary of the ratification of the Treaty of Tientsin, as a day of national humiliation because of this awful trade. So we appeal to you again, that you may use every effort within your power to put a stop to this trade before another year passes.

We realise that our Government proposed a ten-year period in which the trade should cease. But at that time we did not know how much could be done in a much shorter time. Now, even in the worst opium growing provinces, the cultivation of the poppy has almost entirely ceased. Still the foreign opium comes in, it seems even more than ever before. Cannot you see that we must become discouraged at this losing fight? The Governor of the Canton Province undertook severe measures to protect his people from the black poison from India. For several months the trade was demoralized and the opium merchants of Hongkong appealed to the British Minister. It was decided that China had no right to interfere with the trade. The Viceroy has now resigned because he was not able to protect his people. The new Governor-General is said to be very favourable to the opium merchants, and will probably not be as energetic as the former Viceroy. The report comes from Hongkong that the opium merchants are buying more opium to sell to China.

China has not the right to save her people from opium. Alas! Is this indeed so? And is it the enlightened Christian nation of England that has taken away this right? So, we appeal to you to set us free. Whatever you may do in India, whatever you may do in other parts of your Empire, give us the right to preserve our nation from this deadly foe. Must we wait seven years more? We appeal to you to give us the right now in the name of humanity, in the name of righteousness, we ask you to grant us this freedom. If you could only see the thousands to-day who are being ruined by opium in China, I am sure you would say, not another pound will we force China to buy.

We have heard that when your appeal was made to the British Government, the answer was that China had not asked for the period to be shortened. So we send this appeal that you may know that China wants the right now to stop this opium from abroad, as she is stopping the opium at home. We, the students of China, love our country and want to see our country free from the opium curse. Not in seven years, but before another year is ended. Many letters will come to you. Will you help us?

[We cannot refrain from observing that the very phraseology and tenor of the foregoing appeal, lead us to the belief that the document, so inaccurately drawn up as to facts and so hypocritically expressed as to sentiments, has not had its origin with the "students of China" but with the busybodies of missionaries who are doing their level best to thwart the course of a perfectly legitimate trade. The accusation against the British Indian merchants of Hongkong is as malicious as it is false. If the students—the instruments of the prototypes in China, of Alexander, Taylor, Meyer and Johnson—will only ascertain facts before committing themselves to print, they will learn that, instead of the "opium merchants buying more opium to sell to China," the Anglo-Chinese Opium Agreement provides for a yearly reduction of the quantity that is allowed to be imported into China. We would advise our friends, the students of China, to concentrate their minds and energy in their studies rather than travel into a province of international politics peculiarly the sphere of China's Statesmen to be engaged in.—Ed. H.K.T.]

CIVIL SERVICE C.C.

In their League match the following will represent the C.S.C. Club on their ground at 2 p.m. on Saturday next, against the Kowloon C.C.:—V. J. Jackson (Captain), H. R. Phillips, R. E. O. Bird, J. McEwen, W. E. Dixon, A. R. Sutcliffe, J. Mackay, G. Bullock, F. J. Ling, A. G. Pile, H. Ellis, J. Rogers, F. Bacer, P. Heathcote, A. M. Thornhill, E. W. Dawson and J. Dwyer.

THE BOWRINGTON CASE.

AMERICAN BLUEJACKET SENTENCED TO THREE YEARS' HARD LABOUR.

At the Criminal Sessions, this morning, before Sir Francis Pigott, Chief Justice, John William Hays, an American bluejacket, was again charged with the manslaughter of a Japanese child at Bowrington on the 26th September last. The facts of the accident are well-known and were fully published in our last issue.

(Hon. Mr. Rees Davies, K.C., Attorney-General (instructed by Mr. H. L. Denney, from the Crown Solicitor's office) prosecuted. Mr. Eldon Potter (instructed by Mr. Leo D'Almada) appeared for the defence.

The jury was as follows:—Messrs. J. L. Wilson (foreman), E. M. Bishop, N. M. Bux, E. J. Figueroa, O. L. Arcull, O. I. Ellis and A. F. Earle.

The mother of the child said that she identified the body of the dead child at the Government Civil Hospital on the day after the tragedy. On the day in question she was in the bath-room having a bath. Her husband went out of the bath-room carrying the child in his arms. She handed the baby to him and he went out to the sleeping room. While she was having a bath she heard her husband calling out and she heard somebody rolling down the stairs. When she came out of the bath-room she discovered that her husband with the baby had fallen down the stairs, having been pushed down by the defendant.

Inspector Ferris recalled, said he did not observe any signs of force on the stairs after the breaking of the lamp. There was no mark on the whitewashed wall of the staircase. He examined the stairs from the bottom to the top. The chair was placed by the ayah on the following day. There was no mark on the staircase other than could have been made by a damp towel.

Mr. Potter—Did you examine the stain by the aid of a lamp?

Inspector Kerr—Examined it by the light of a match.

Mr. White gave evidence regarding the structure of the staircase.

The father of the child was recalled and gave further evidence. Mr. Eldon Potter held that there was no case. It was essential for the Crown to prove that an unlawful act had been committed by the prisoner in entering the house at all, and this they had failed to do. Also it was an important factor that the staircase showed no signs of burning and that Sergeant Grant said in evidence that two adult people came down the stairs on the occasion in question. The weight of evidence was undoubtedly in favour of the accused.

The prisoner then entered the witness-box and gave evidence on his own behalf. He deposed that he was a gunner's mate in the American Navy and was 24 years of age. He had been in the Navy for about five years. On 25th September last he came ashore with some others of the ship's company about one o'clock. There were no alcoholic drinks allowed to be served on board an American man-of-war.

Mr. Eldon Potter—Have you got full marks for sobriety in the American Navy?

Witness—Yes.

In reply to the Attorney-General, accused said he could not remember being at No. 29, Bowrington Road.

The Attorney-General—What is the last thing you remember?

Accused—The last time I remember anything was when I was arrested.

The Attorney-General—When you awakened where were you?

Accused—When I awakened up I was in the hands of the Police and was quite sober. I had met several other shipmates ashore.

Witness further admitted that on the day in question he had drunk about fifteen bottles of beer as well as a quantity of whisky.

Mr. Eldon Potter contended that this was a case of involuntary manslaughter.

The Chief Justice—Is it involuntary homicide?

Mr. Eldon Potter contended that was what the indictment amounted to.

The Chief Justice said if a man does something wrong he must take the consequences. By declaring that he had drunk about fifteen bottles of beer as well as a quantity of whisky, the man who threw the lamp, and there is no evidence to show that the lamp left any mark on the whitewashed wall.

The mother of the dead child also gave evidence.

The Chief Justice in his address to the jury said the case was a very important one. Nothing could be worse than the roaming of drunken sailors around the town and then exciting themselves by saying that they remembered nothing about it. If the jury believed the case for the prosecution then the crime amounted to manslaughter. His experience of Hongkong juries was that members of the jury made up their judgments by declaring "Oh, I don't believe he did it." What the jury had to do was to judge the weight of the evidence. The question had been raised whether the accused was drunk or no. Drunkenness was no defence. The child died from laceration of the brain and from blows on the body. The question was—did the accused throw the lamp? The Japanese man could not say whether he fell down the stairs or whether he fell through the fence because there was no mark on the wall the lamp could not have been thrown, but the fact that there was no mark did not prove that the lamp had not been thrown.

At one o'clock the jury retired and after an absence of about fifteen minutes they returned with a verdict of guilty by a majority of six to one with a recommendation to mercy.

Mr. Eldon Potter reminded his lordship that the prisoner had been in goal for over two months and he asked the Chief Justice to make the penalty a fine as was done in the Battery Path manslaughter case.

The Chief Justice—I was afraid you were going to refer to that case. I have never ceased to regret my judgment in that instance. I regret that I yielded too much to the application then made. I think the jury in their decision are perfectly right.

Addressing the prisoner, the Chief Justice said he would have done better to throw himself on the clemency of the Court rather than attempt to set up a defence. He could not in a serious case like this take into consideration the jury's recommendation to mercy. That would be a matter for the civil authorities. Sentence was three years' imprisonment with hard labour.

The sessions adjourned until 10 a.m. to-morrow (Wednesday).

THE GAGE STREET CASE.

A QUESTION OF INTOXICATION.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon the case was continued in which Miss Hazel Lyon is charged by Miss Doris Marlowe with alleged larceny of three diamonds, valued at \$3,000, the property of the complainant. Mr. Branton, from the firm of Messrs. Branton and Hett, appeared for the complainant and Mr. W. L. Shenton, of Messrs. Diacon, Looker and Diacon, was for the defence.

Miss Rose Lawrence's cross-examination was continued.

Previous to defendant coming to the house, did you expect any other lady from America?—Yes.

I should have come somebody would have had to leave the house?—Yes.

Are you the mistress of the house?—Yes.

When you gave up the big room to defendant, you took it that she was staying permanently?—No.

Did you do it for a start?—No, I did it because it was more comfortable.

When you were all living together when defendant first arrived were you all on friendly terms?—Yes, very.

And so was complainant?—Yes.

I presume they were frequently in each other's room?—No.

Have you ever seen defendant in complainant's room before the 26th?—I don't remember.

I believe you, complainant and defendant have been to town frequently together?—Only on two occasions.

Do you remember losing a brooch some time ago in the house?—Not a brooch but a pendant. I cannot say where it was lost as I discovered the loss when I returned home.

When was this lost?—About two months ago.

Do you remember a boy running away with some money belonging to a girl in the house?—Yes.

Do you remember having a conversation with complainant about the rings after the visit to Gauppa's?—Yes.

What time did you come back on the 26th?—At two o'clock.

You had a shampoo?—Yes.

You then went to the defendant's room?—Yes.

What was she doing?—She was sitting on her bed.

How long did you remain in defendant's room altogether?—An hour or more.

Did you then go downstairs?—No, I went into my room.

You remained there till complainant came in?—Yes.

Up to the time the letter was sent to the Police, did complainant accuse anyone of stealing the diamond?—No.

Was defendant asleep when you went into her room after the diamonds were lost?—Yes, she was asleep.

Did you go into her room immediately?—No, after sending the letter to the Police.

Did you wake her?—Yes.

Then what did you do?—We told her of the missing diamonds, but she wasn't interested and we left.

Was the defendant drinking on that day?—She was intoxicated at the fifth hour.

How many bottles of beer were taken on that day?—I don't know.

Who was responsible for the beer chits on the 25th and 26th?—I don't know.

Who supplies the beer?—I suppose the No. 1 boy.

Do you keep the ice-box locked?—No, it is never locked.

Did Miss Lyon leave the house from the time you woke her up till the time of her arrest?—No, not to my knowledge.

George Spencer stated that she lived in No. 2, Gage Street. She did not use sulphate of zinc. The only women living in the house four or five days previous to the 26th were Miss Lawrence, Miss Marlowe and Miss Lyon. At 5.30 a.m. on the morning of the 26th she saw the complainant and defendant coming home and saw the diamonds on the ring at about 6 o'clock in the morning.

Mr. Shenton—Have you ever heard of sulphate of zinc before?—No, not before Mr. Branton told me.

Do you remember how many bottles of beer were taken on the night of the 25th?—I don't know.

Were the complainant and defendant intoxicated when they went into your room?—I don't know whether they were or not, as I was intoxicated at the time, but they looked alright (Laughter).

he case was further adjourned.

RUGBY FOOTBALL.

The competition for the Hongkong Rugby Football Cup will, this year, consist of three rounds between the Navy, the Army, and the Hongkong Football Club. The first round will be played off in December, and the second and third rounds will be played sometime during the first three months of next year. The first match in the competition will take place on December 3rd between the Navy and the Hongkong Football Club.

The following have been selected to play for the Club against H.M.S. *Kent* to-morrow at Happy Valley, kick-off 5 p.m. sharp:—Full back: T. E. S. Robson; Three-quarters: J. O. Roberts, D. E. Donnelly, C. A. W. Ferrier and E. H. Evans; Halves: A. A. Clifton and T. Cocker; Forwards: W. Ross, A. Temperley, A. G. Ravenhill, H. Baler, J. Bell Iving, E. H. Scott, D. G. Cheesman and H. W. Lester.

FOOTBALL.

There will be a football match between the Police Recreation Club and the Lusitania Recreation Club on Wednesday, the 23rd instant, at Causeway Bay. Kick-off at 5.45 p.m. sharp.

The following will represent the L.R.C.:—Goal: J. O. Ribeiro; Backs: L. G. Cordoia, J. M. Britto (Capt.); Halves: T. A. Cordoia, J. H. Hyndman; Forwards: D. A. Hyndman, J. V. Braga, R. A. Carvalho, E. L. Braga, and J. A. Vitorino.

NEWS FROM THE NORTH.

FOREIGN CAPITAL.

[Specially Translated for the Hongkong Telegraph.]

The four groups of foreign Powers, viz., British, American, German and French, have requested their representatives to communicate with the Minister of Foreign Affairs to the effect that the draft agreement should remain unaltered. The Minister of Foreign Affairs has forwarded the request to the Ministry of Posts and Communications for discussion.

THE GRAND COUNCIL.

It has been arranged by the Prince Regent and the Grand Council, that a meeting of the Council should be held once in every three days and each member of the Council will be required to attend.

REORGANIZATION OF THE ARMY.

Princes Tsai Tao, Yu Lung and President Yim Chao have decided to appoint a day to invite all the members of the National Assembly and the Senate to the Ministry of War to discuss the question of the reorganization of the military system.

TROOPS OBJECTED TO.

It is reported that H.E. Viceroy Hsi-lung, of the Three Eastern Provinces, has advised the Throne that he has received private information from four members of the Consular Body to the effect that if China does not stop the advance of troops of a certain Power to his provinces, unpleasant developments might arise.

CUSTOMS DUTY.

The National Assembly has rejected the proposal to alter the Customs duty system from a flat into a dollar basis in Kiangsi province. The Viceroy therefore asks for instructions as to how to deal with the matter.

OBSCURE STUDENTS.

Prince Su had an interview with the Prince Regent on the 15th inst. in the course of which he stated that most of the Provincial representatives had not yet returned to their respective provinces pending the decision of the Provincial Assemblies. The Prince asked the Regent for instructions as to what steps should be taken, as it was impossible to use force in the matter. The Regent declined to express an opinion one way or the other.

SALT TAX.

A conference was held by the members of the Senate on the 16th inst. to discuss the salt question in Yunnan province. A resolution was passed that the salt tax would not be increased in the province. With regard to the increase of power to be vested in H.E. Viceroy Li Ching-hsi of Yunnan, no decision has yet been arrived at.

RAILWAY LANS.

It is reported from Peking that H.E. the Viceroy of Szechwan has memorialized the Throne requesting permission to obtain American loans for the construction of the Szechwan-Tibet Railway. The request has been granted by the Ministry concerned.

THE INTERPORT SHOOT.

GREAT SCORE BY SHANGHAI.

The *Shanghai Mercury* has the following:—On account of the outbreak of disturbances here it was feared that it would be impossible for Shanghai to bring off its shoot in the Interport Rifle contest by the 15th, which is the last day allowed, and in view of the peculiar circumstances at Hongkong, Singapore and Penang were wired asking for an extension of time. Fortunately this has not been necessary, for yesterday morning the team shot, putting up a record score. In answer to the wire-Hongkong cabled back agreeing to an extension, but so far no reply has been received from Singapore, while the reply from Penang was in code, and until yesterday it had not been translated. However, the local disturbances having subsided it was possible to get the team together yesterday morning, though on account of the extra Police duties it was impossible to secure the attendance of both Captain Barrett and Captain Hilton-Johnson. The latter was absent, and this no doubt weakened the team, though in spite of this the splendid total of 561 was achieved, this being a record, beating that put up by Singapore last year by seven points.

At seven o'clock in the morning the team assembled at the Range along with the umpires, who were Major Brodie Clark for Singapore, Captain G.R. Wingrove, Reserve, for Hongkong, Gunner L.A. Chiff for Penang, and Pte. R.C. Young for Shanghai. The conditions were excellent, there being a bright and a slight "three o'clock" wind. The scores were as follows:—

	200 yards.	300 yards.	400 yards.	Total.
W. Brand	3	34	31	101
G. Kingston	3	31	34	101
O. Mills	3	31	31	100
H. J. Lind	3	31	35	100
Cap. Barrett	3	30	34	98
A. M. Collico	3	34	31	98
D. Vexister	3	31	34	98
R. Brock	3	31	37	99
J. Park	3	30	30	93
S. A. Ransom	3	26	32	88
Total				961

Bull's-eyes made 137 (85).
Inners 59 (23).
Magnies 13 (39).
Outers 1 (2).
Last year Singapore won with the record score of 955.

The only results as yet known are Hongkong 819 and Shanghai 952.

A match had also been arranged to take place between Shanghai and the Malay States Guides, and before the shoot a team of eight had been selected. For this it was decided to drop D. McAllister and S.A. Ransom, and the scores of the eight others were 780, making an average of 97.5 per man. A pool shoot was also held, and this was won by Capt. Barrett, who made a possible at 600 yards.

LONDON TO HONGKONG IN LESS THAN A FORTNIGHT.

East and West are rapidly drawing nearer, and already it is possible (if there is no loss of time on the way or in making connection with steamers) to travel from London to Hongkong in 18 days.

"Engineering" says that developments are being made, which, when completed, will allow the journey to be made in 14 days, or even less.

Progress is being made with the Canton-Kowloon Railway, and also with the Canton-Hankow Railway, which are stages in the line connecting Hongkong-Kowloon is on the mainland, opposite Hongkong—with Peking. A direct branch from the Trans-Siberian Railway to Peking would complete the connection and make the journey between London and Hongkong possible in the time mentioned. In the latest report of the acting British Consul at Canton we are informed that "construction on the Canton-Kowloon Railway, which is being built according to the standard of first-class European lines, has been proceeding steadily for some time, with the result that the first 30 miles is now ready for traffic. The line, when completed to the junction with the British section at Samchun, will, in its 8.2 miles, contain, including terminals, 15 stations and eleven halts. There have been considerable engineering difficulties to be overcome in the construction of this line, and a very large amount of bridgework. In the second district, from mile 31 to mile 50, there is a total girder opening of 3,300 ft. The main bridge over the East River at Shek-lung is proceeding satisfactorily, the foundations being nearly completed, and the delivery and erection of steel work for the large spans have commenced. The British section of the railway, which is in the British Concession at Kowloon, is rapidly approaching completion, and it is expected to form the through connection to Hongkong in June or July, 1911.

On the Canton-Hankow Railway progress is being made, and trains and traffic are now running to Woong-sha, a market town on the North River, 55 miles by rail from Canton. Construction, however, is practically finished to Ying Tak, 5 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying Tak is a district city of some importance, and the opening of the station there will have the effect of bringing places up the river three days nearer Canton. Construction is also proceeding, though less energetically, on the next 30 or 40 miles, so that ultimately Hankow will be reached. As that town is situated on the great river Yangtze, the railway will be the means of opening up a large amount of territory to foreign trade. At present no fast trains are run, but a speed of 42 to 45 miles is attained in places by the local trains. The Company during the last Chinese year, 1909-10, carried 1,456,460 passengers, and received in passenger fares and freight \$154,290, an average of \$14,500 per month, thus proving that the Chinese are not slow to take advantage of any arrangements which are made for improved facilities in traveling or carrying goods.

U. S. BUSINESSMEN IN CHINA.

It is a sign of much significance that a company of thirty-eight American businessmen from the Coast are now touring China and have intentions of visiting twenty-five Chinese cities.

We still think of China as the immutable empire. In our minds it is like nothing so much as one of those great vases of Chinese porcelain; a hard, impenetrable surface, beneath which we see the fantastic pictures of a life that we do not understand and a great brittle bulk, standing defiantly on the shelf of time, a thing which awaits the first too rude touch to smash it to fragments—and possibly to shed over the world its potent and unknown contents.

But China is not this. She has withstood the blows that were expected to shatter her. They have only given her the crude outline of a new form. Nor is China any longer impenetrable. Here are a lot of busy Americans touring through the accessible portions of the empire as freely as they would through their own country.

It was a good deal to achieve, ten or even five years ago, to see the half dozen leading cities of China. Now, on a flying business reconnaissance, this party is running through twenty-five cities. Such a trip can now be accomplished within a reasonable time and without excess of discomfort. Outside of excellent hotels at such places as Peking, Hongkong, Shanghai and Canton, Chinese accommodations have been of the kind that one reads of the "Thousand and One Nights" picturesque but unspeakable for a party to put up without too much hardship in numerous cities in China.

The extension of railroad lines has within the past few years made the itinerary for such a trip as this one much shorter, a matter of weeks where months were lately required. Other railroad building will soon still further obviate the slow going that characterized old-time Chinese travel. Conditions of order and security within the empire now make the business man's trip as safe as well as feasible.

But no single stroke of innovation can make or break China. There remain many things to be accomplished, little by little. One distinct advance, in a commercial way, would be scored if the leading Chinese merchants of Shanghai or Canton would get together and take just such a trip to America as our business men are now taking in China. Unfortunately the sensitive Chinese character is offended by the restrictions imposed by our exclusion law. It is doubtful whether leading Chinese bankers and merchants would apply for the necessary papers of admittance to the United States. The recent example set by a Chinese imperial prince in coming here may serve to smooth over some of the aversion to visits to this country.—New York Sun.

A CHINAMAN was fined \$300 for ten weeks' hard labour for keeping an opium den at 26, Cockspur Street.

THE RUBBER PROPOSALS AT SHANGHAI.

PERTINENT VIEWS OF LOCAL JOURNAL.

The other day we reproduced a full account of the recent rubber meeting held at Shanghai. The following remarks which appear in a local paper about the same subject are worthy of some notice:—

No right-minded man can have anything but admiration for the public-spirited way in which Mr. E. S. Little has come forward at the present juncture to help to solve some of the difficulties with which rubber abattoirs in Shanghai are faced to face, and which will in all probability at a later date involve them still more serious distress unless they are tackled firmly just now. It is almost impossible to conjecture the vast ramifications of the recent crisis, but it is quite certain that unless something is done to prevent further mischief matters will be strained to breaking point. Mr. Little does not propose to save any man from the whole consequences of speculation, but he does propose to conduct an inquiry by means of a committee in order to determine how far it is possible to make the best of what is admittedly a bad business, and as he has no personal interest to serve we can conceive of the state of mind of the man who would utter the gratuitous insinuations that have been made against Mr. Little. We are not concerned to defend Mr. Little; he can do that well enough himself if he has a mind, though we think he would be wasting his time and his energy; but we take this opportunity of expressing our conviction that the majority of shareholders, the over-whelming majority of them, fully recognize the public-spirited which has prompted Mr. Little's action, and we may add that whatever the issue of the Committee's deliberations may be rubber shareholders owe Mr. Little no small measure of thanks for at least indicating a way by which the worst consequences of wild speculation may be mitigated.

Mr. Little does not stand alone, however. He is supported by a number of public-spirited men who like himself have, for many years served this community in one capacity or another, and who now give evidence by their willingness to forego any private end they might otherwise gain, that they are prepared to put the general interests of the Settlement first, and do what they can to help. Amongst these there is no more honoured name than that of Mr. Cecil Holley, whose motives, like those of Mr. Little, no man who has known Shanghai for any length of time would dream of impeaching. We cannot run through the whole list, but each deserves his meed of thanks for placing at the disposal of this community time and energy that are all too valuable, and that must be taken from their scanty leisure.

THE SHIRASE EXPEDITION.

IMPORTANT MEETING IN TOKIO.

Under the auspices of the Antarctic Expedition Supporting Association, a lecture meeting was held at the Kiokikan, Tokio, on 30th ult. About 400 persons were admitted, the *Japan Advertiser* reports. Count Ozuma attributed the postponement of the party's departure for two months to the lack of experience on the part of the Expedition Supporting Association, but he said that preparations had now been completed. The estimate has been increased from ¥41,000 to ¥105,000. Now that the party was about to start for the South Pole the Count solicited the deepest sympathy and support of the nation.

Mr. Sasaki appearing on the rostrum took out a scroll which he read aloud amidst thundering shouts of approval. It was read:—

We, members of the party, swear to God that our lives shall be sacrificed if necessary for the expedition. In order to prove our iron will we sign this document with our blood.

After other orators had spoken, Lieutenant Shirase appeared, and assured the audience that the twenty-eight members of the expedition party would be ready to perish in snow and ice than to abandon the scheme. Towards the end of November, the lieutenant concluded, the party would start on the journey of 7,000 miles.

PORTUGAL UNDER THE NEW REGIME.

DISCOVERY OF OFFICIALS' AMAZING MISDEEDS.

Lisbon, 14th Oct. The Council of Ministers has decreed that all titles of nobility and official decorations shall be abolished, and the whole of the civil and military entourage of the exiled King shall be dismissed.

A commission will be appointed to investigate the public accounts, and find out how much of their salaries public officials have obtained in advance from the Government. It is well-known that many influential politicians obtained several years' salaries in advance, and the total amount, it is thought, will exceed several million pounds.

Apparently it has been decided that all advances made to the royal house during the reign of King Carlos shall be deducted from the royal family's property. This matter, however, will be placed before the National Assembly and decided by that body.

The answer of repayment most favoured is that of yearly instalments. This will enable King Manuel to receive an annual revenue out of his property, which would otherwise be entirely absorbed if the whole indebtedness were liquidated at once.

The property is estimated to be worth half a million sterling.

The taking over by the new Republic of the State's Mint has led to the discovery of a great abuse. Apparently for many years several high officials have been in the habit of buying great quantities of silver, which has been coined and passed off as national currency. In this way they have netted profits of 15 per cent., and several million fortresses. The Republican Government is investigating this scandal, and intends to punish severely those responsible. The adulterated currency has caused great public indignation.

COMMERCIAL.

22nd November, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allegre	5/
Anglo-Java	11s. 7 1/2
Anglo-Malaya	24/
Balgowalla	\$ 0.75
Bortams	7/
Carey United	17 1/2 prem.
Castelfields	120/
Chongkat Sordangs	38 1/2
Chorah (part paid)	\$8 prem.
Do. (fully paid)	\$8
Damansaras	110/
Eastern International	13 1/2 prem.
Glencaly	\$3.00
Highlands and Lowlands	107 1/2
Indragiri	51 1/2
Kamunings	5 1/2 prem.
Kuala Lumpur	165/
Ledbury	74/
Linggis	46 1/2
London Asiatics	13 1/2
London Ventures	5 1/2
Merlimas	6/
Pajamas	51 1/2
Pegohs	53 1/2
Rubber Trusts	1/ prem.
Sandycrofts	5 1/2
Sopongs	17 1/2
Seafields	140/
Shelfords	72 1/2
Singapore & Johore	\$13
Sungei Chohs	95/
Sungei Kapar	13 1/2
Tangkabs	33/
Tongkong	103 1/2
United Sordangs	17 1/2
United Singapore	\$14
United Sumatras	8 1/2
United Langkats	80/
Duffs	12 1/2
Trochols	34 1/2
Para Rubber	6 1/2 per lb.

THE COMING PARLIAMENT.

SOME OF THE PROBABLE BENEFITS.

Thus a Shanghai contemporary:—The chief benefits from the assembling of a National Parliament will be felt in the financial administration of the country. China is so lightly taxed that, notwithstanding her immense population, the present income of the Government is not sufficient for its ordinary expenditures, and there is nothing left for a progressive programme. It is certain that there must be an increase of taxation. The first step in this direction has already been taken in the revision of the commercial treaties with the three foreign nations, by which it was agreed that, in consideration of the abolition of *li-hsin* import and export duties should be increased two-and-a-half times. If his measure had been carried into effect, the total result to the Empire would probably have been a decrease of revenue, although it is also probable that there would have been ample compensation on other lines through the abolition of the *effete* system of *li-hsin*. In addition to the tariff duties, there must come about, sooner or later, an increase in other forms of taxation. The present Dynasty is bound by its promise made at the beginning of its reign in China never to increase the land tax, and the restrictions of this promise can only be done away with by direct action taken in the Provincial Assemblies and National Parliament during the reconsideration of the Provincial and National Budgets. There is no reason to expect that the Dynasty would oppose an increase of taxation made by the representatives of the people, even though by its promise it would be bound never to ask the people to take this action. The second result of the earlier calling of Parliament will be the possibility of separating the expenses of the Imperial Household from those of the Government. Although there has been much discussion on this subject, no single Minister has been willing to memorialize the Throne directly calling attention to the absolute importance of this fundamental question. The difficulty of such a memorial being presented by any single Minister of State will be overcome by its presentation through a National Parliament, where the Parliamentary votes of a large number of members hide their personal identity. By the separation of Imperial Household expenses and by an increase of taxation China's financial problems would be in a good way toward solution.

The island of Cuba has suffered one of the greatest material disasters in its history by the hurricane which has been sweeping at 50 miles an hour over West Indian waters. Crops of all kinds are laid waste, tobacco seed beds are practically destroyed, thousands of peasants find themselves homeless and at Havana alone the losses will exceed \$1,000,000. Relief on a broad scale will become necessary.

Events Coming.

Wednesday, 23rd November.
Meeting of Licensing Board 2.15 p.m.
Sunday, 26th November.
Corinthian Yacht Club Opening Cruise.
Saturday, 26th November.
H.M.R. "Kent's Sports."
Wednesday, 30th November.
St. Andrew's Ball.
Saturday, 3rd December.
Boxing at City Hall, 9 p.m.
Bazaar at St. Paul's College.
Thursday, 6th December.
Bazaar at St. Andrew's Hall in aid of Asilo della Salute Infante.
Wednesday, 21st December.
Hongkong Philharmonic Society Concert.
Friday, 23rd December.
Police Ball.

To-day's Advertisements.

NOTICE.

It is hereby notified that, in consequence of the execution of some road improvement works, that portion of Shaukiwan Road to the eastward of Tse Tse Mui Police Station is CLOSED TO MOTOR TRAFFIC until further notice.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 22nd November, 1910. 1774

FROM EUROPE.

THE H. A. L. Steamship

"ARABIA."

Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex S.S. *Michel* from La Pallice Rochelle.

" *Michel* from Bordeaux.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 22nd November, 1910. 1773

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 26th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 21st November, 1910. 4

THE JAPANESE IN MANCHURIA.

Some time in October, says the *Manchuria Daily News* the Chinese police at Hu, about twenty miles south from Tieling, closed up the coal mine there forcibly under peremptory orders from the Board of Foreign Intercourse at Mukden, and further prohibited the removal of the coal on the surface, which belongs to a Japanese firm in Mukden. The reason given out for this move is reported to have been that the mine was located in too close proximity to a consecrated spot. The arbitrary suspension of the working of this mine remains still enforced and it is very likely that this state of things will continue. The Japanese Consul at Tieling has been advised to place a guard over the surface coal to prevent it being carried away by the Chinese police.

The Finest Sherries on the Market.



SHERRY
MARQUE DEL MENDO
JEREZ

H. PRICE & CO., LTD.,
12, Queen's Road Central.

HONGKONG.

Telephone No. 235.

Opening 17th November 1910.

Intimations.

THE DAIRY FARM CO.,
LIMITED.

CHOICE AUSTRALIAN

BEEF,

LAMB,

MUTTON,

RABBITS

AND

HARES.

ASAHI

ASAHI

ASAHI

and

SAPPORO

SAPPORO

SAPPORO

BEER.

AWARDED

GOLD MEDAL

AT

ANGLO-JAPANESE

EXHIBITION.

PRICES:

4 Doz. Quarts.....\$12.00 per case

8 Doz. Pints.....\$13.50 "

OF ALL

WINE

MERCHANTS.

ST. ANDREW'S BALL.

SUBSCRIBERS and GUESTS are reminded that Real Practices will be held in the CITY HALL from 5 to 7 P.M. on the following day:

TO-DAY, November the 22nd.

DANCING SHOES MUST BE WORN BY ALL DANCERS.

The Committee desire to draw the attention of members and friends to complaints lodged as to the inconvenience caused by the attendance of children at the Practice Dances, and in consequence, request that children may not, in future, be brought on these occasions.

P. S. JAMESON,

Hon. Secretary,

HONGKONG ST. ANDREW'S SOCIETY.

Hongkong, 22nd November, 1910. 693

KWONG FUNG YUEN,

HEAD OFFICE—No. 89, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 3 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.
"Montagle" will depart from Hongkong at 12 noon.
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Knots, and are regarded as second to none on the Atlantic.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.
Through Passengers are allowed Stop over privileges at the various points of interest en route.
R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WAISHING"	WED'DAY, 23rd Nov., No. 1.
SHANGHAI via SWATOW	"HANGSANG"	WED'DAY, 23rd Nov., Noon.
SGAPORE, PENANG & CALOUTTA, FOOKSANG	"HANGSANG"	WED'DAY, 23rd Nov., Noon.
TIENSIN v. SWATOW & WEIHAIWEI	"CHIPSING"	THURSDAY, 24th Nov., Noon.
MANILA	"LOONGSANG"	SATURDAY, 26th Nov., Noon.
MANILA	"YUENSANG"	SATURDAY, 3rd Dec., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	WED'DAY, 14th Dec., Noon.

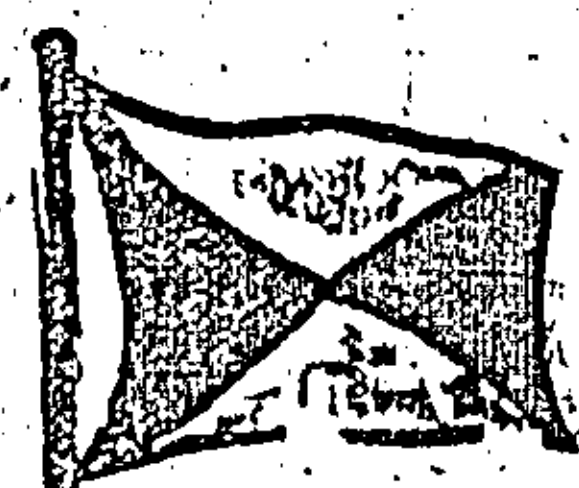
RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers "Kaitang, Manang and Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light & a duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 22nd November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TSINGTAU & TIENSIN	"HUICHOW"	23rd Nov., Noon.
SHANGHAI	"CHEE HAI"	24th " 4 P.M.
HAIPHONG	"CHIEH"	26th " 10 A.M.
ILOILO & CEBU	"SUNGKIANG"	26th " 4 P.M.
SHANGHAI	"LINAN"	26th " Midday.
MANILA	"TEAN"	29th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SLEEPER STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.
SHANGHAI LINE.
FAST SCHEDULE TWIN-SLEEPER STEAMERS (Anhai, Chean, Linan, Chidai), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
Fares:—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 26.
Hongkong, 22nd November, 1910.



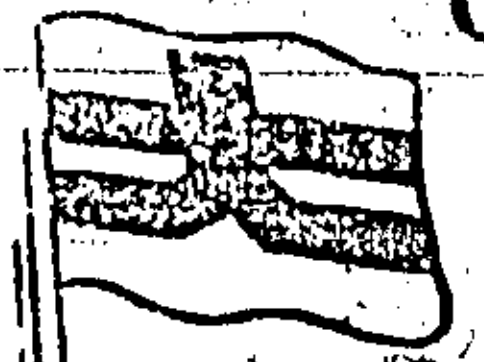
HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP COMPANY.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2550	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 30th Nov., at 4 P.M.
AFIRO	2550	R. Rico	MANILA, ILOILO & CEBU	WEDNESDAY, 7th Dec., at 4 P.M.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.
Telephone No. 174.
Hongkong, 19th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO (Direct)	"SHIETORO MARU"	THURSDAY, 24th Nov., at Daylight.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU"	THURSDAY, 24th Nov., at 8 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	FRIDAY, 25th Nov., at 8 A.M.
TAMSUI via SWATOW, and AMOY	"DAIJIN MARU"	SUNDAY, 27th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING-RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.
S. HIROI, Manager.
Hongkong, 22nd November, 1910.

NIPPON YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moses, Tons 9700	WEDNESDAY, 23rd Nov., at Daylight. WEDNESDAY, 7th Dec., at Daylight. WEDNESDAY, 21st Dec., at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawira, Tons 1000	TUESDAY, 6th Dec., at Noon. TUESDAY, 3rd Jan., at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winckler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 25th Nov., Noon. THURSDAY, 22nd Dec., at Noon.
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BOMBAY via SINGAPORE & COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5700	TUESDAY, 9th November.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	TUESDAY, 23rd Nov., at Noon.

KOBE and YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 7000	THURSDAY, 24th Nov., at 5 P.M.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 23rd November.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911. SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong
MIVASAKI MARU	9,000	15th Feb.
KITANO	9,000	1st March
IYO	7,000	15th "
HIRANO	9,000	29th "
TANGO	9,000	12th April
KAMO	9,000	26th "
AKI	9,000	10th May
MISHIMA	9,000	24th "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong
AWA MARU	7,000	28th Feb.
INABA	7,000	28th March
TAMBA	7,000	25th April
AWA	7,000	23rd May

With option of rail between calling ports in Japan.
Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO,
Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYP, MEDITERRANEAN PORTS, LONDON AND LONDON.

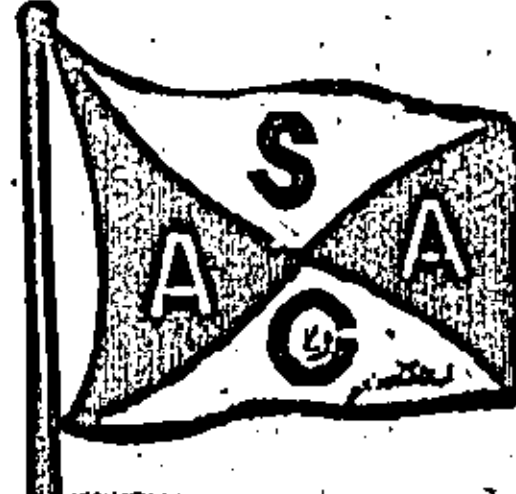
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONFINMENT, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.S. "Moldavia," 12,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 7th January, 1911.
Passengers will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
E. A. HEWITT,
Superintendent
Hongkong, 14th November, 1910.

HONGKONG-BOSTON-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAKURA" TUESDAY, 29th Nov., 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, 19th November, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS."

Captain Hood, will be despatched as above on SATURDAY, the 10th December, at Noon.
This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st November, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

STEAMERS	Tons	Captain.	Onward
Hollandia	4,410	G. E. Elliott	15th Dec.
Suero	6,332	F. S. Cowley	17th Jan.
Kamrie	6,232	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.
These steamers are specially fitted for the carriage of Asiatic Storage passengers.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to DODWELL & CO., LIMITED, General Agents.
Queens Buildings, Hongkong, 9th November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 14th October, 1910.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind will increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the High House.

F. G. Fries,
Director.

... ..	Shanghai
... ..	Wei-hai-wei
... ..	Shanghai
... ..	Hongkong
... ..	Canton
... ..	Hongkong
... ..	Shanghai
... ..	Amoy
... ..	"
... ..	Hongkong
... ..	Yan-tsze
... ..	Sandakan
... ..	Hongkong
... ..	Canton
... ..	Hongkong
... ..	Yan-tsze
... ..	Amoy
... ..	West River
... ..	Yan-tsze
... ..	Hongkong
... ..	Hongkong
... ..	Shanghai
... ..	Hongkong
... ..	Singapore
... ..	Hongkong
... ..	Yan-tsze
... ..	Yan-tsze
... ..	Yan-tsze

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$15,000,000	\$2,029 3 0	62 for first half year ending 30.6.10 @ ex 1/9th = \$12.45	885 buyers \$86 10 1/2
National Bank of China, Limited	99,925	27	26	\$4,000 \$8,000,000	\$30,551	\$1 (London 1/6) for 1909	\$80 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,181 \$104,791 \$111,000	none	\$15 for 1909	\$180 sales & b
North China Insurance Company, Limited	10,000	215	25	Tls. 368,644 Tls. 137,338 \$1,000,000	Tls. 205,119	Final div. of 7 1/2 % for '09 making 15 % in all	Tls. 110
Union Insurance Society of Canton Limited	12,400	\$250	\$100	\$1,500,000 \$138,348 \$105,249 \$718,985	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	825 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,354	\$77,637	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	\$195 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,348 \$61,155	\$418,400	\$5 and bonus \$2 for 1908	\$120 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$426,318	\$27 for 1908	\$250 buyers
SHIPPING.							
Obbia and Mantia Steamship Company, Limited	10,000	\$25	\$25	\$57,741 \$230,000 \$500,000	Dr. \$3,777	\$4 1/2 for 1908	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$250,000 \$500,000	Nil	2 1/2 for year ending 30.6.1908	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,500 \$78,765 \$15,491	\$20,766	Dividend of \$1 1/2 for 30.6.10	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	25	25	\$138,400	27 537.82	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	\$58
Do. Do. (Deferred)	60,000	25	25	\$138,400	27 537.82	Final div. of 2 1/2 per sh. (coup. 14) making in all 4 1/2 per sh. for '09 & an int. div. of 1 1/2 per sh. on acc. for '10	83 1/2
"Shell" Transport and Trading Company, Limited ..	2,000,000	1 1/2	1 1/2	\$2,000,000 \$278,850 \$64,001	192,094	A dividend of 7 1/2 % for yr. ending 30.4. 1910	\$23 sales \$214 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5		\$1,159	A bonus of 5 %	
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$82,620	Dr. \$8,090	\$5 for half year ending 30.6.1910	\$125
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	no int	Dr. \$125,891	\$3 for 1897	\$12 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1 1/2	1 1/2	\$1,500,000 \$1,238,910	1,435	Final div. of 1 1/2 for the year 1910 making 15 % (coupon No. 15)	Tls. 16 buyers Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	
Raub Australasian Gold Mining Company, Limited ..	150,000	1 1/2	18 1/2	\$4	none	\$1 per share 13th dividend	\$67 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$2.15	30 1/2
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$35,375	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$850	\$50	\$550,000 \$119,991 \$20,000 \$38,124	\$264,847	\$2 1/2 for 1909	\$53
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$237,124	\$12,755	1 1/2 for half year ended 30.6.19 1/2	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,857 Tls. 50,000 Tls. 125,000	Tls. 6,251	Final of Tls. 2 1/2 making Tls. 6 in all for year 30.4.1910	Tls. 70
Shanghai and Hongkew Wharf Company, Limited ..	16,000	Tls. 100	Tls. 100	Tls. 125,000	Tls. 9,228	Interim of Tls. 3 for 1910	Tls. 95
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,041	8 1/2 for 1907	\$121 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975	\$1,277	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	\$97
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$20,000	\$27,911	Interim of \$1 1/2 for 1910	\$70
Hampshire Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$250,000 \$250,000	\$5,471	45 cents for 1909	\$100 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$509	\$2 1/2 for 1909	\$61 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,125,045 Tls. 30,000	Tls. 61,969	Interim of Tls. 3 for 1910	\$14 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Interim of \$1.50 for 1910	Tls. 120
COTTON MILLS.							
Hwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,000 \$10,000	\$9,551	50 cents for year ending 31.7.08	\$44 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	2.4 8,378	Tls. 7 1/2 for year ending 30.9.09	Tls. 51
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	Tls. 50
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 60	Tls. 60	Tls. 1,175	Tls. 1,175	Tls. 3 1/2 for 1909	Tls. 150
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,500	2,648	15 % per share for 1909	\$38 sellers
China-Borneo Company, Limited	60,000	\$12 1/2	\$12 1/2	\$40,000	Nil	60 cents for 1909	\$10
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$3,212	60 cents for year ended 31.2.06	90 cents
Do. Do. Special shares	50,000	\$5	\$5	none	2,502	80 cents for 1909	\$74 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$10,000	\$1,290	\$1.20 for year ending 31.7.09	\$172 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$4,390	Interim of 15 cents per share for 1910	\$34 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$670	12 per cent. viz. \$1.40 for 1909	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$10,000	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	\$20
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000	\$7,616	Interim of \$1 per share for 1910	\$35 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$40,000	\$9,176	Interim of \$1 per share for 1910	\$19 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 147,500 Tls. 61,924	Tls. 116,582	3rd interim dividend of Tls. 15 making in all Tls. 37 for 1910	Tls. 1,100
Mataschuppi, of Mijer, Borneo on Landbouwerplaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	\$20,000	\$2,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	\$13 sellers
Peak Tramways Company, Limited	35,000	\$10	\$10	none	18,640	None	\$14 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none			
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,820	Tls. 5,150	No dividend this year	Tls. 100 1/2 b.
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	none	First year	\$36 sellers
Societe des Pulpes et Papeteries du Tonkin	15,200 Benefit shares 1,200	50 Halpang Halpang Halpang	25 Halpang Halpang Halpang	none	none	None	\$300 Hongkong (currency)
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$27,86	10 % for year ending 31st May 1910	\$54 sales
Union Waterworks Company, Limited	50,000	\$10	\$10	\$11,956	none	60 cents for year ending 31.12.08	\$61
United Asbestos Orient Agency, Limited	10,000	\$10	\$5	\$46,000	\$14	15 % per ordinary sh. for year ended 31.5.10	\$117 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,241	35 cents for 1909	\$3 sellers
Watson (A.S.) & Co., Limited	90,000	10	10	\$300,000 \$1,000	\$5,013	5 % for 1909	\$4 buyers
William Powell, Limited	15,000	\$7		none	\$78	None	

Hotel.

ROLLER SKATING RINK

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

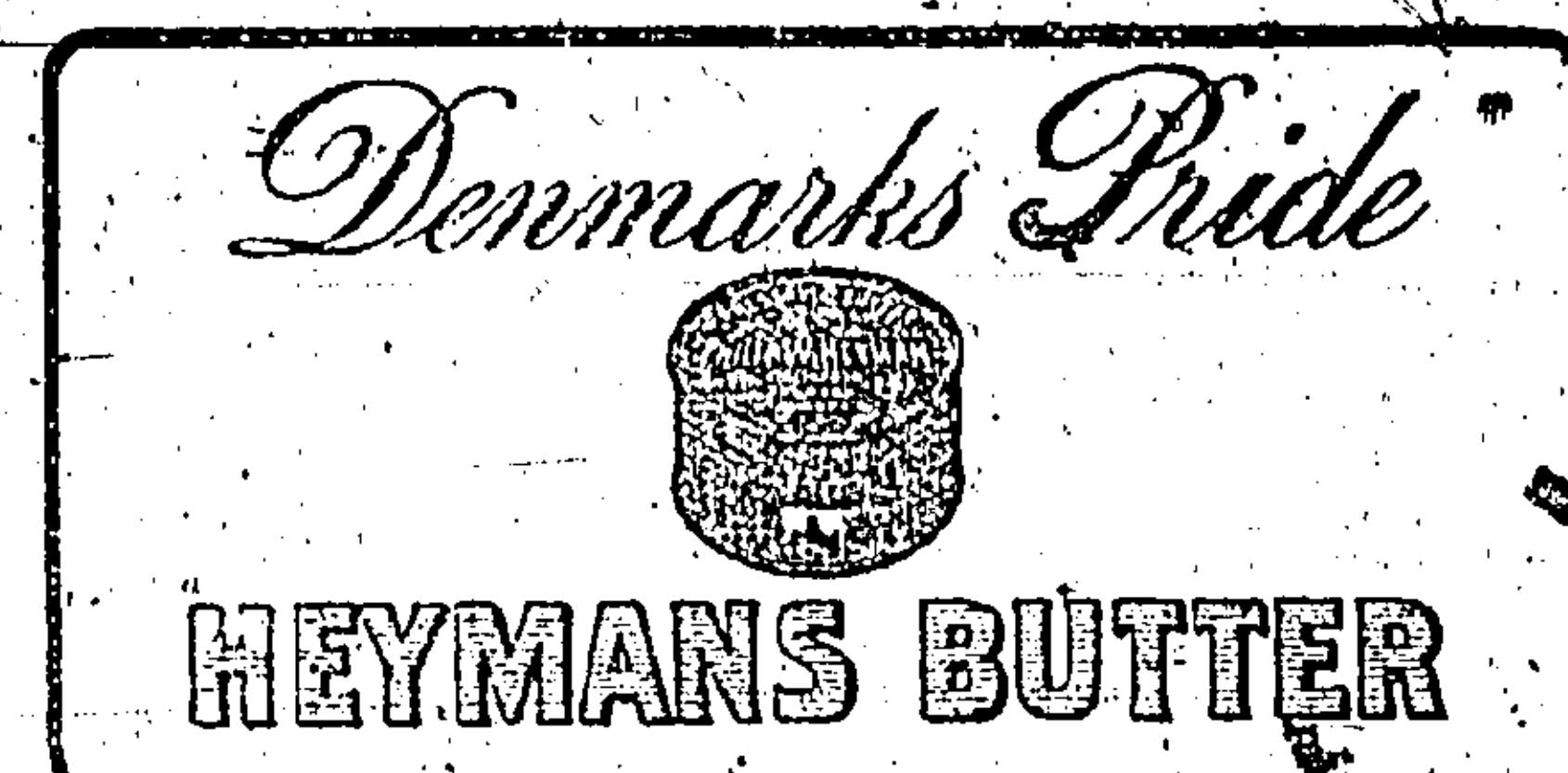
Telephone No. 907.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets \$1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.
Meals a la carte at all hours.
Dining Rooms can be reserved by application to the Manager.
A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.

W. GALLAGHER,
Manager.

Hongkong, 10th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR who have experience and expert knowledge.
If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,
Hotel Buildings, Hongkong. Established 1867.

[719]

PEAK TRAMWAYS COMPANY LIMITED.

JUST RECEIVED AND FOR SALE

THE COMING SEASON'S NOVELTIES

FROM

RAPHAEL TUCK & SONS.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 0.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.
The Company's Offices, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers

Wong's, 1st April, 1908

191

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 19, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co.,

15th May, 1901.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Telephone, 6th August, 1901

NOTICE.

A LARGE Number of BOOKS, PERIODI-

CALS, MAGAZINES and ILLU-

STRATED PAPERS are required for the use

of the Troops leaving here next month in the

S.S. "Robilla" for home. Any such literature

will be gratefully received by the Acting

Chaplain (Rev. A. B. Thornhill) either at 5,

John's Cathedral, or at the Peak Hotel.

Hongkong, 6th September, 1910.

[191]

Wonderful
New
Designs!
Special for
Christmas!

JEWELLERY
PRECIOUS
STONES

&c., &c., &c.

MOHIDEEN &
CO.,
38, QUEEN'S ROAD
CENTRAL.

Hongkong, 14th November, 1910. [191]